

CapMetro

CapMetro TOD Guidebook

7/10/2025

Agenda

- ETOD Roadmap
- TOD Guidebook
- Pipeline Projects

Anna Lan

TOD Manager

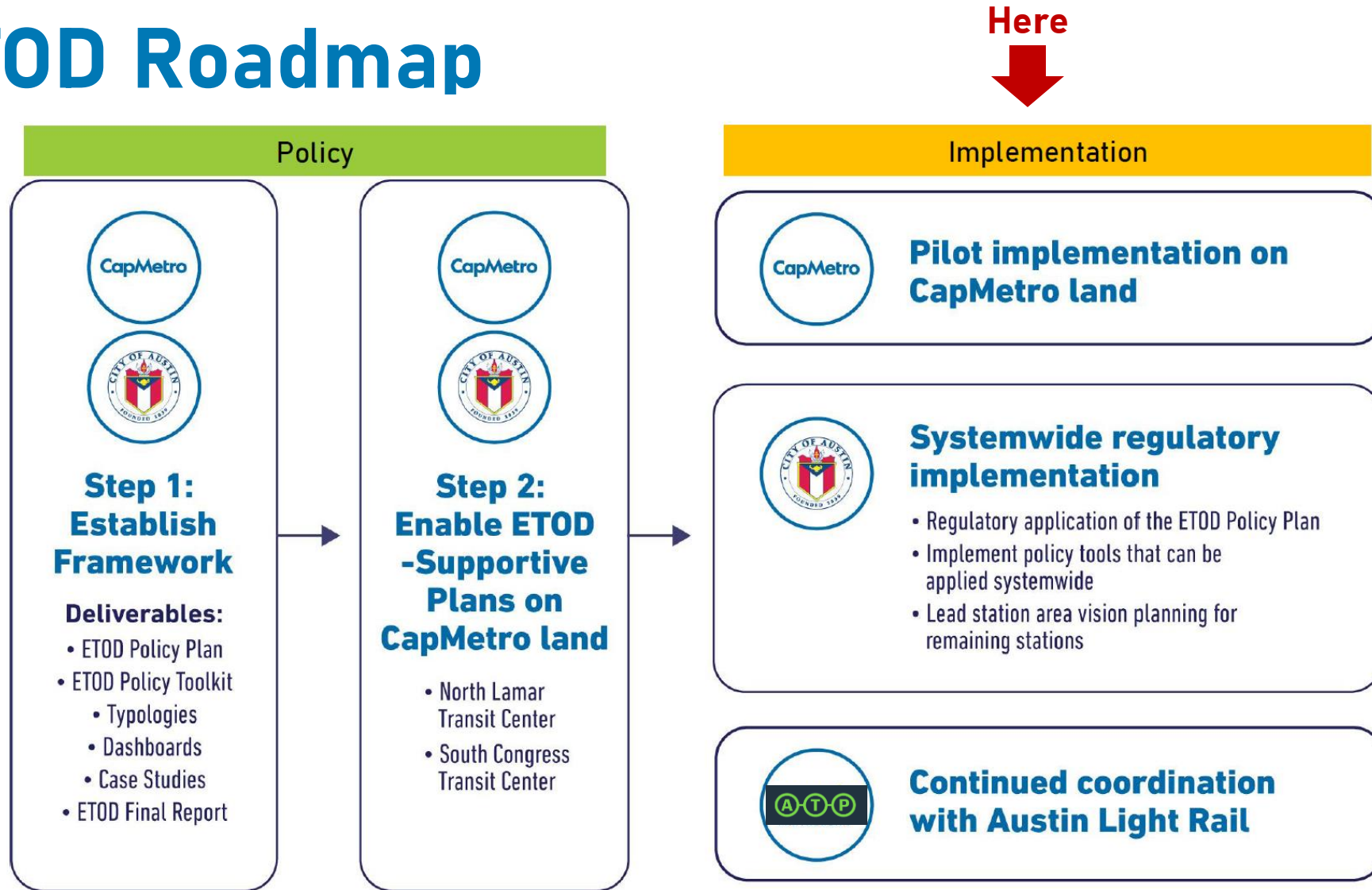
Anna.lan@capmetro.org

Matthew Mejia

TOD Planner

Matthew.mejia@capmetro.org

ETOD Roadmap



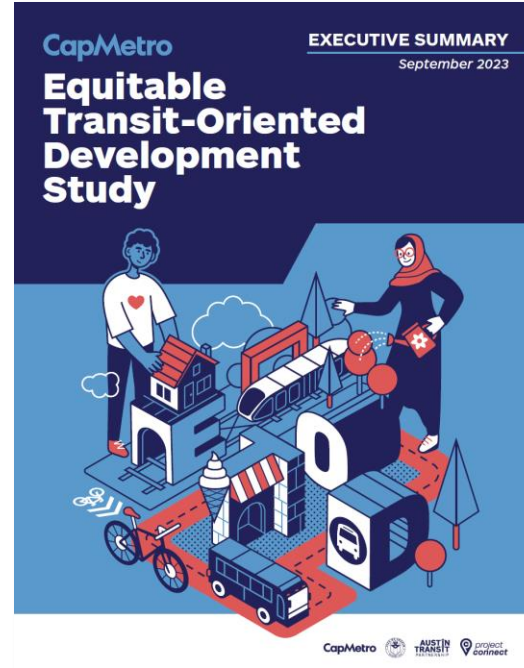
Step 1: Establish Framework



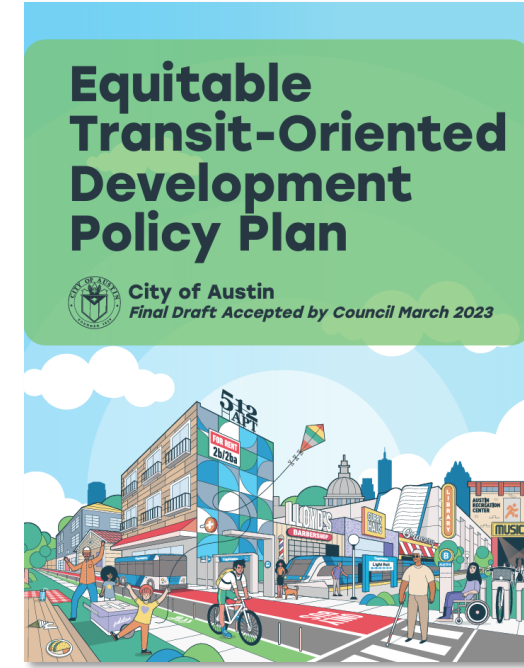
Step 1: Establish Framework

Deliverables:

- ETOD Policy Plan
- ETOD Policy Toolkit
 - Typologies
 - Dashboards
 - Case Studies
- ETOD Final Report

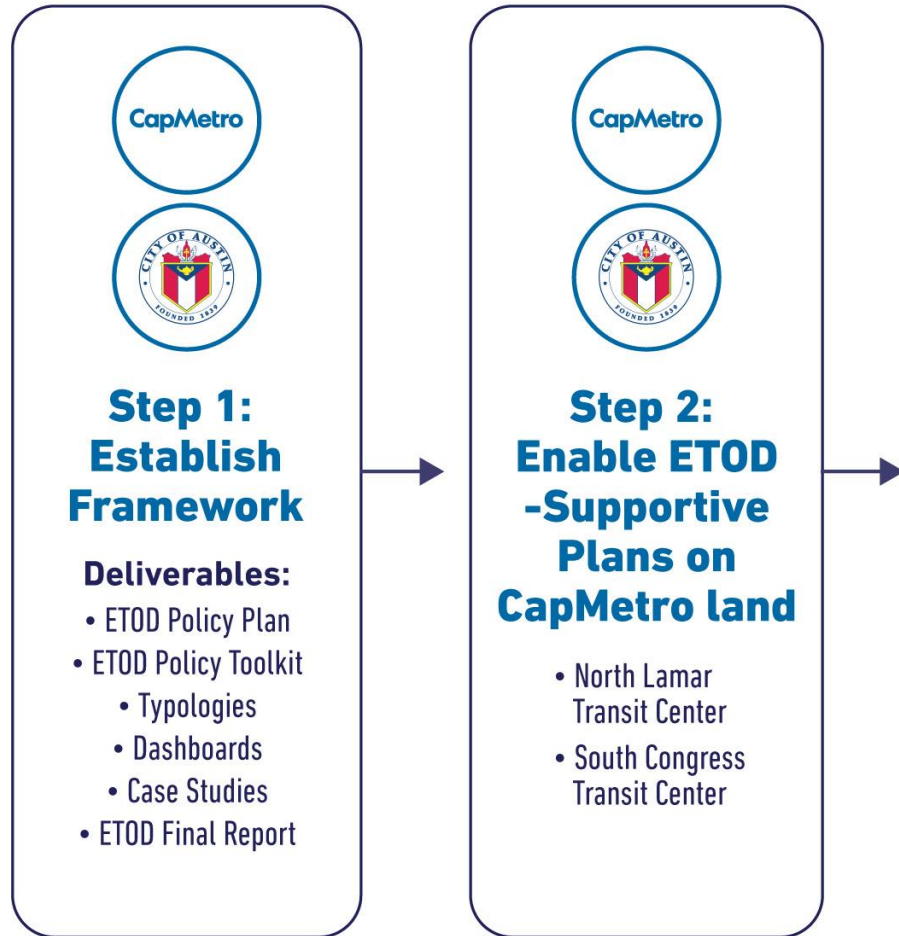


ETOD Study
Released Sept. 2023



ETOD Policy Plan
Accepted by Council March 2023

Step 2: Enable ETOD-Supportive Plans



Supports CapMetro development through:

1. Streamlining the planning process
2. Advocating for density-supportive neighborhoods
3. Attracting development partners

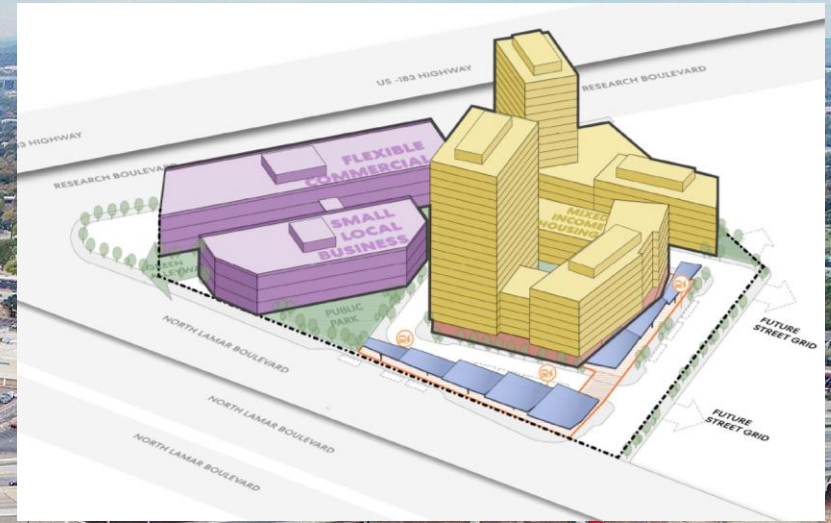


North Lamar Transit Center

6.10 acres

268 parking spaces

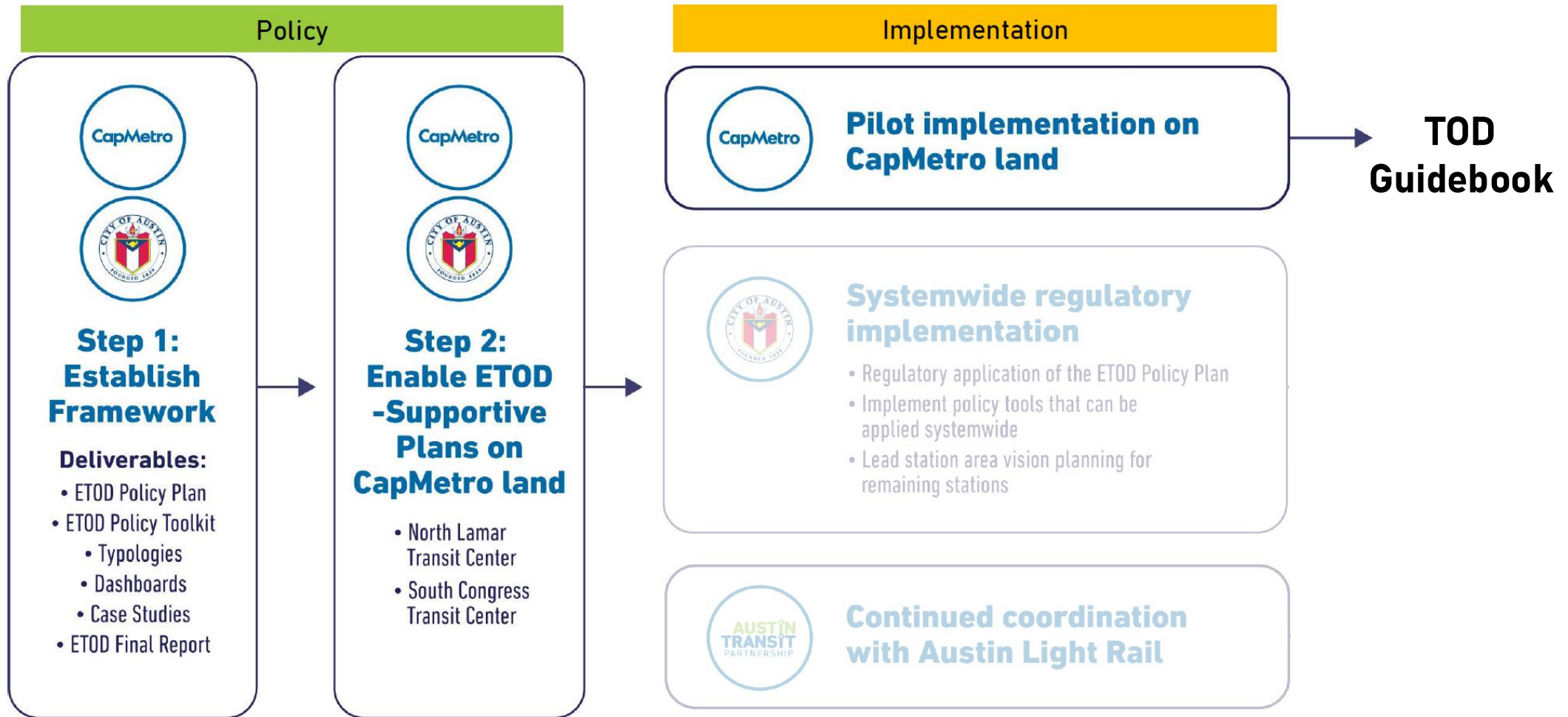
1 Rapid, 4 local buses







ETOD Implementation – CapMetro



2013 CapMetro TOD Policy

- Goals
- Strategies for CapMetro Property
- Strategies for Transit Station/Stop Areas
- Financial Strategies

Transit Oriented Development (TOD) POLICY

August 2013

2013 Strategic Plan Objectives:

2.1 Strengthen the Financial Health of the Agency

3.1 Increase Ridership in Target Markets

3.3 Strengthen Community Relationships

4.3 Play a Key Role in Sustainable Development

Goals

1. Increase transit ridership
2. Generate long-term revenue and optimize value of assets
3. Create & promote equitable mixed-use and mixed-income communities around transit
4. Respond to local community vision and values

Strategies for Capital Metro Property

1. Pursue creation of transit oriented developments on appropriate sites.
2. Build transit facilities to support transit-oriented development. Ensure safe multimodal connectivity with pedestrian and bicycle infrastructure.
3. Ensure that transit-oriented development opportunities are appropriately considered in all acquisitions of new properties, location of new transit facilities, and design of all transit facilities.

Strategies for Transit Station/Stop Areas

1. Establish and maintain partnerships for the development and promotion of plans and policies that encourage appropriate development in transit-rich areas.
2. Encourage transit-supportive development around MetroRail and MetroRapid Stations, and other selected transit facilities.
3. Encourage the creation of safe direct pedestrian and bicycle connections to stations and stops from proximate development.

DRAFT

TRANSIT-ORIENTED DEVELOPMENT GUIDEBOOK

A comprehensive guide
for transit-oriented
development across the
Central Texas Region

July 2025

CapMetro



2025

Transit-Oriented Development Guide

A Resource Manual for Designing Good Urbanism

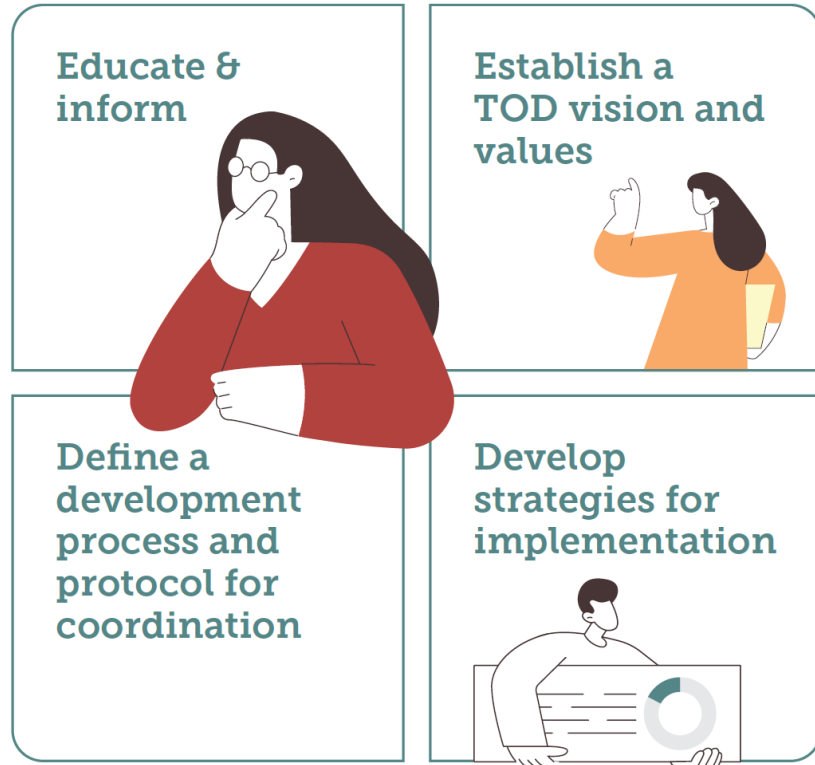


Capital Metropolitan Transportation Authority | Austin, Texas | METRO

2016

Document Purpose

DRAFT



COMMUNITY MEMBERS



- Advocacy
- Collaboration
- Progress monitoring



ELECTED OFFICIALS



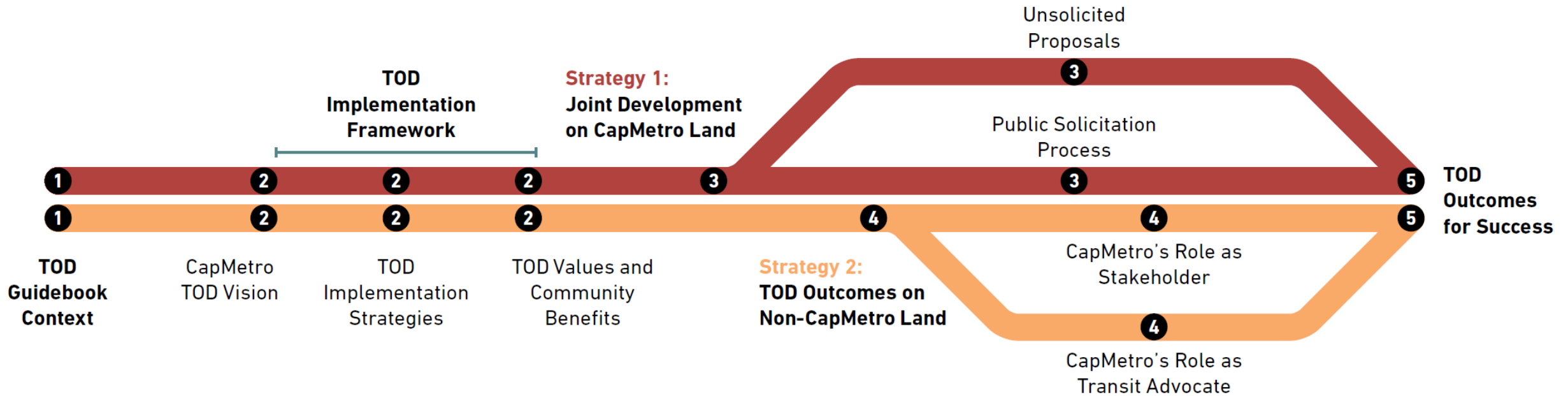
DEVELOPMENT COMMUNITY



CAPMETRO STAFF

TOD Guidebook Outline

DRAFT



TOD VALUES

What Makes a Good TOD in Austin?

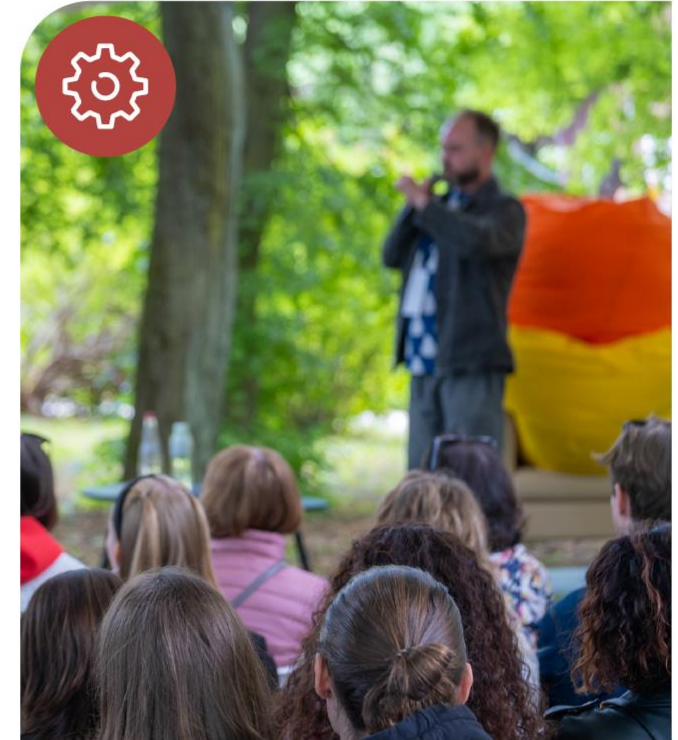
DRAFT



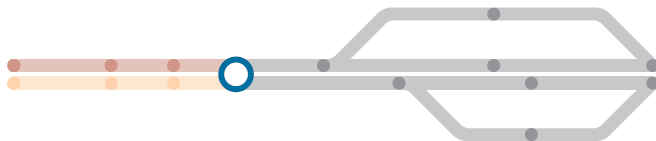
What's good for Transit
Transit Access and Placemaking



What's good for Communities
Development Program and Affordability



What's good for Long-Term Partnership
Transaction and Governance



Strategy 1 – Joint Development on CapMetro-Owned Land

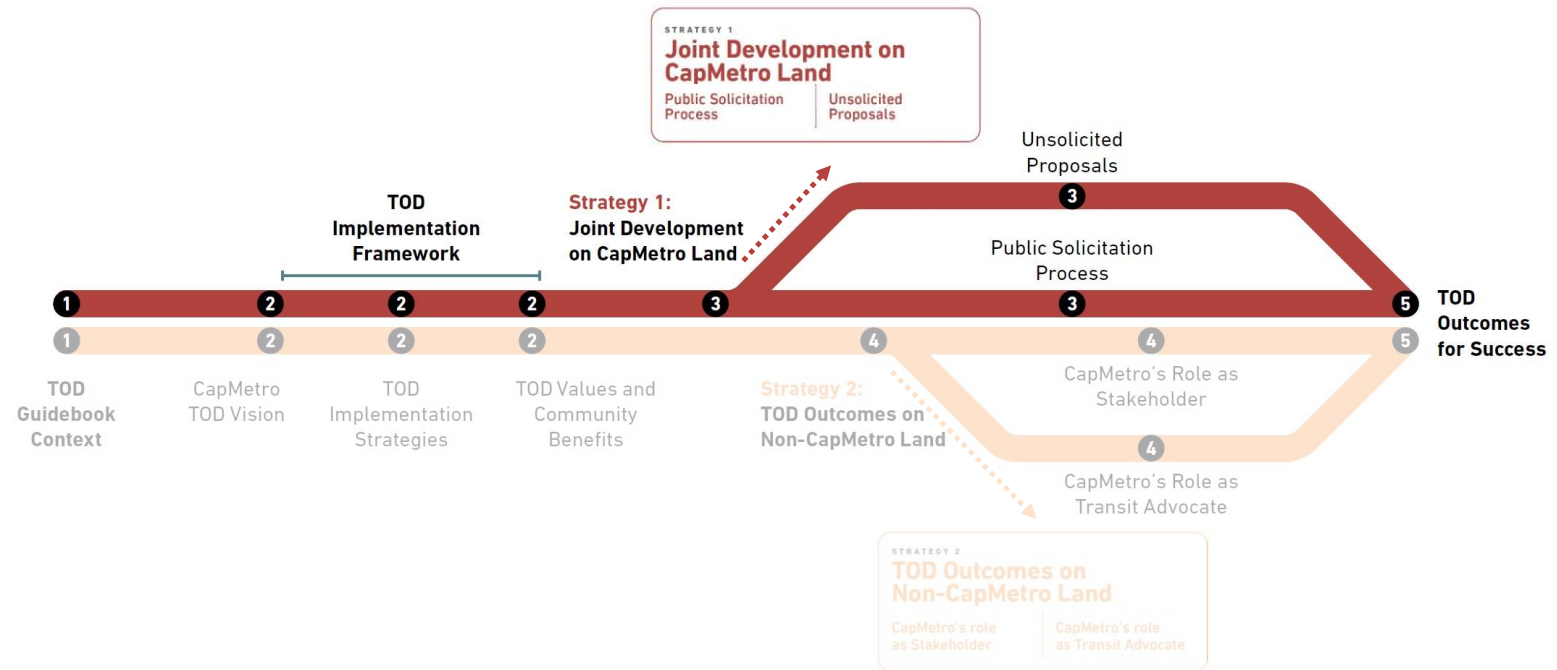
DRAFT

- Public Solicitation

- Outlines process to select design/build partners for TOD on CapMetro-owned land
- Lists potential deal structures

- Unsolicited Proposals

- Describes how CapMetro handles proposals from external parties interested in developing on CapMetro-owned land



Strategy 2 – TOD Outcomes on Non-CapMetro Owned Land

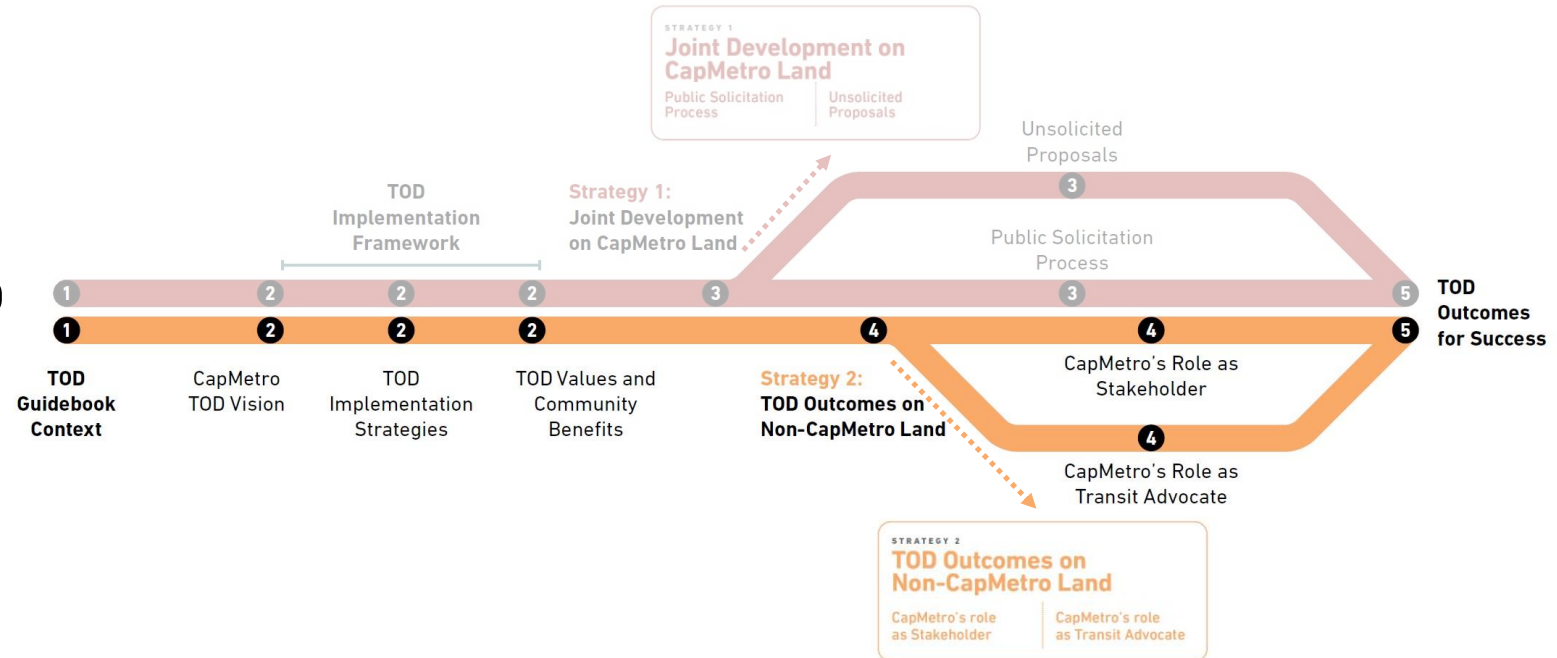
DRAFT

- Stakeholder

- Outlines opportunities and strategies for influence when CapMetro is involved in or affected by new development

- Transit Advocate

- Describes ways CapMetro can influence transit-oriented development through partnership and advocacy



TOD Metrics

Category Metrics



Real Estate Development

- Number of Completed Joint Development Projects
- Number of In-Progress Joint Development Projects
- Number of Planned Joint Development Solicitations
- \$ of Total CapMetro Investment
- \$ of Total Joint Development Value
- \$ of Total Federal Funding
- Number of Residential Square Footage
- Number of Commercial Square Footage
- Number of New Retail Square Footage
- Number of New TOD Project Permits Within Transit Corridors



Community Benefits

- Number of Residential Units
- Number and Percent of Affordable Units
- Number of Acres Park Space
- Number of New Jobs
- Number of Green Buildings
- \$ of Contracts to Minority-Owned Businesses

Category Metrics



Transit

- \$ Invested into Transit Projects
- \$ of Partner Funding
- \$ Invested into Active Transportation Projects
- Number of Bus Stops
- Number of Shared Parking Spaces
- Number of New Transit Trips



Direct Revenue

- \$ of Disposition Proceeds or Land Value
- \$ of Ground Rent Revenues
- \$ of Additional Revenues



Indirect Revenue

- \$ of Increased Fare Revenues
- \$ of Increased State and Local Property Tax Revenues
- \$ of Increased State and Local Sales Tax Revenues

DRAFT

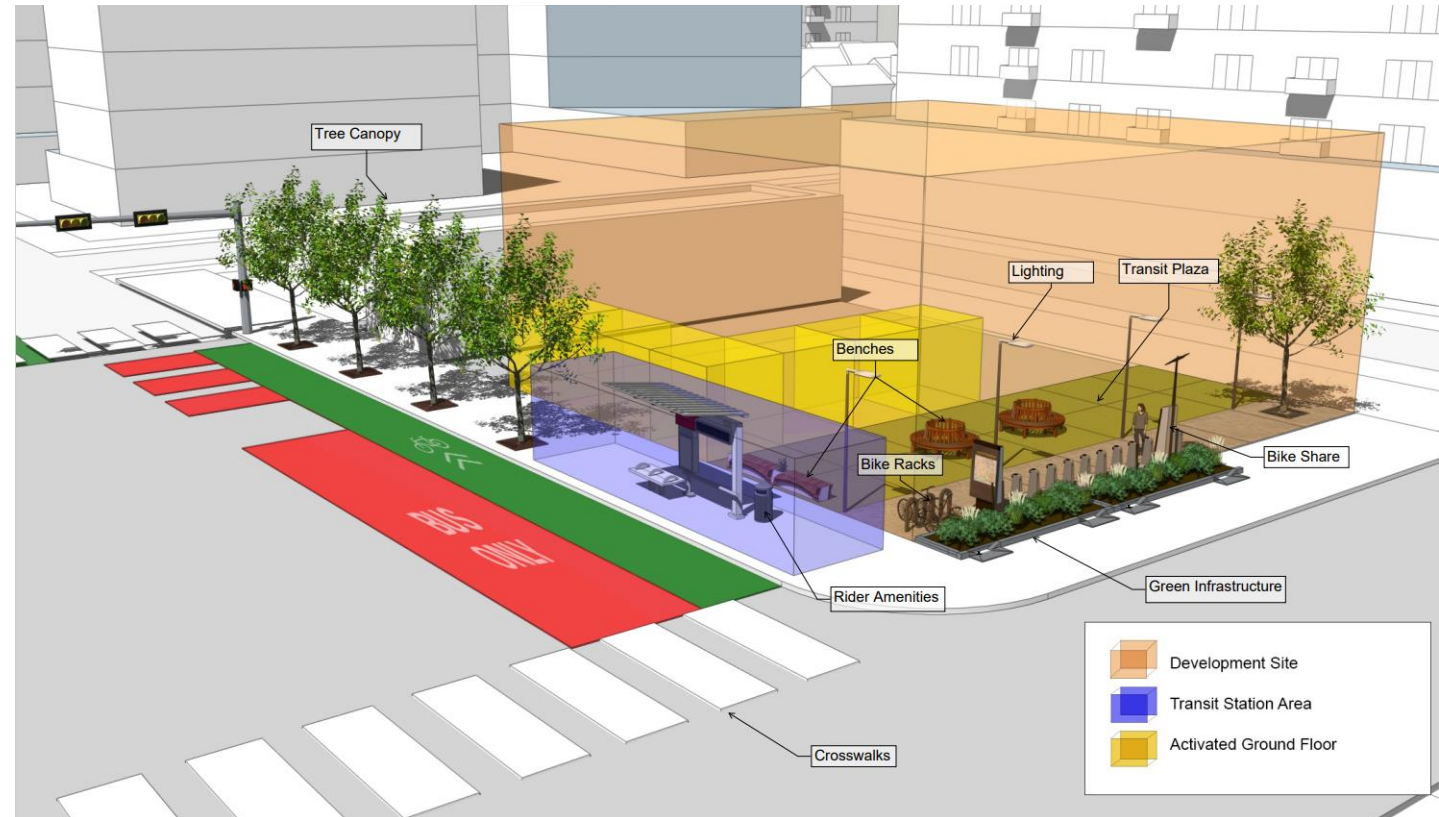




Pipeline Projects

Transit Development Guidelines (TDG)

- Establish standards for development partners to incorporate transit supportive amenities that will align with development scale, location, and local development review processes.



Crestview Station Long-Term and Short-Term Mobility and Connectivity Study





Questions?

CapMetro

Thank you!